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HONGKONG, THURSDAY, JUL 4th, 1912.

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Hongkong, 4th January, 1912. [157]

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Kowloon, 27th June, 1912. [a535]

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Hongkong, 31st July, 1907. [576]

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ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTHS.

On 3rd inst., the wife of W. L. PATTEN, of a daughter. [860]

On July 1st, at "Claymore House," Swatow, to Mr. and Mrs. J. H. R. HANCE, a son. [881]

HONGKONG OFFICE: 10A, DES VOGES ROAD
LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 4TH 1912.

TO-DAY the community welcomes Sir HENRY MAY back to Hongkong as Governor of the Colony and Commander-in-Chief, and we are in no doubt that the reception given to him as he lands will afford unmistakable proof of popular approval of the appointment. It is, we believe, without precedent in the annals of the Colonial Office for an officer to be appointed to the Governorship of a Colony in which he has served his apprenticeship, and the appointment is all the more remarkable because the Governorship of Hongkong is accounted one of the "plums" of the Colonial service. Sir HENRY MAY, as our readers know, was selected for the appointment in deference to a practically unanimous expression of opinion by the Unofficial Members of the Executive and Legislative Councils, and it can confidently be stated that the community is practically unanimous in its approval of the appointment. It is not more than eighteen months since Sir HENRY left this Colony, where he had spent upwards of a quarter of a century in the service of the Colonial Government, to become the Governor of Fiji, and High Commissioner of the Western Pacific. The remarkable demonstrations of regard and esteem which marked his departure from Hongkong are well within the recollection of most people, but as even in so brief a period great changes have

occurred in the community we need offer no excuse for referring to-day to the sentiments expressed when Sir HENRY left to take up his appointment in Fiji. In the Address from the European community in which his whole career was succinctly reviewed, Sir HENRY was referred to as "a fearless official—fearless in the discharge of duty—one who never courted favour and who therefore won respect—an upright public servant—a strong man." No civil servant, as we wrote at the time, over left the shores of this Colony with such a remarkable manifestation of admiration and esteem—a manifestation "the more remarkable when we think of Sir HENRY MAY as (in the words of the Chinese address) a man of austere countenance, sparing of his words and of his smiles, and as 'a man to be feared indeed.'" Notwithstanding all this, the Chinese entertained for him the highest respect and admiration, because of the sagacity, firmness and impartiality which had marked his acts in whatever post he had occupied, and they recognised that "true kindness and sympathy" underlay all he did for their welfare. The sentiments expressed on the occasion of his departure will be re-echoed upon his unexpected return to the Colony. Great changes have occurred in China since Sir HENRY went to Fiji, and he will doubtless be quick to note the significance of the change when he sees the number of Chinese assembled to meet him faultlessly attired in European dress, and the crowd of queueless and capped Chinese who will doubtless be lining the streets through which the procession will pass on the way to Government House. When the Governorship of the Colony fell vacant it was impossible to say what bearing the revolution in China might have upon affairs in the Colony of Hongkong. Sir HENRY MAY's immediate successor as Colonial Secretary had died very suddenly, and the Colony thereby lost a capable and experienced official. For the Colony to have a new Colonial Secretary as well as a new Governor at such a juncture in the affairs of China was not a prospect the community could view with complacency; hence the appeal to the Secretary of State to appoint Sir HENRY MAY to the Governorship. Happily the political unrest in China has not seriously disturbed the peace of this Colony, though its business prosperity has been, and continues to be, seriously menaced by the continued unrest in the neighbouring province. So far as the Government finances are concerned, however, Sir HENRY returns to the Colony to find them in a more flourishing state than when he left. There is evidence of development in many directions, and we may be quite sure that no effort will be wanting on Sir HENRY MAY's part to assist that development in every way possible. The fact that the community knows its new Governor increases the cordiality of the welcome, and the pleasure of the occasion, we need hardly add, is heightened by the return of Lady May, who, with the exception of the brief period at Fiji, has spent the whole of her married life here and gained, in a unique degree, the affectionate regard of the community.

To-day is American Independence Day.

Captain Anstruther, R.N. who succeeds Commodore Eyres, at the Naval Yard arrived by the *Devonia* yesterday accompanied by Mrs. Anstruther.

Attention is drawn to the invitation given in our advertisement columns to the ladies of the community to participate in the reception to Sir Henry and Lady May this morning.

We have received several assurances that we were not mistaken in reporting that the typhoon signals were hoisted on H.M.S. *Zanar* on Monday night. They were seen on the harbour and from the buildings along the Praya.

The late C.P.R. steamer *Empress of China*, which was recently sold at auction to a Japanese, has been towed to Yokohama from Uraga. A local hardware dealer paid 130,000 yen for the hull, which is to be broken up.

At the Magistracy yesterday Mr. E. A. Irving fined a man \$100, or in default six weeks' imprisonment, for being in unlawful possession of an automatic pistol and seven rounds of ammunition. He was arrested on arriving from Canton.

Another piratical attack on a British steamer took place on Wednesday, when the *Tai On* was fired upon by pirates shortly after leaving Kowloon. A boy passenger was hit by a bullet which grazed the back of his ear. Some damage was done to the vessel.

Amongst those who have satisfied the examiners at Cambridge University in the qualifying examination in Elementary Mathematics and Mechanics (Mechanical Sciences Tripos) is Y. K. Leong (of Christ's College).

Surgeon L. Hunt has been appointed to the *Tamar*, Hongkong, for service with the Naval Yard.

A Chinese woman was admitted to the hospital on Wednesday with a broken leg caused by falling into a nullah at Tai Hang.

The suicide of Mr. C. Berkeley Mitchell, Captain Superintendent of Municipal Police at Kulangan, says the *Singapore Free Press*, leaves a lady well-known in Singapore and Chefoo a widow for a second time. Dr. de Tunzelmann, her first husband, who was for several years in Singapore, committed suicide in Brittany about five years ago.

The Chinese Eastern Railway has much improved its economic position. A deficit of 3,500,000 roubles in 1903 has been converted into a surplus of 3,800,000 roubles in 1911. If the Treasury is still obliged to pay into the coffers of the Chinese Eastern Railway, it is not on account of the economic position of the line, but rather to maintain Russian troops in Manchuria, which are included in the budget of the line, and also for the amortisation of the capital spent earlier upon it.

A Chinaman was charged before Mr. Irving at the Magistracy yesterday with stealing three blankets, valued \$9, from the P. M. *Siberia*, the property of the steamship company, on the 2nd inst. He was further charged with being in unlawful possession of two hats and a pair of shoes of the total value of \$5. The defence was that the crew had told him to take away the blankets and have them disinfected at the Sanitary authorities' boat. He was sentenced to six weeks' imprisonment and four hours' stocks.

A Chinaman and a Japanese are now driving taxicabs in Paris, while the ranks of the drivers also include many other nationalities, including several coal-black negroes from Africa and almond-eyed Orientals from Indo-China. The Chinese cabman has been driving his taxicab there for two years. He was born in Peking, and is looking forward to the day when under the enlightened rule of the young Chinese Republic he may start a motor garage in his native city, says the correspondent of the *Daily Mail*.

A group of French Republican deputies, headed by Paul M. Painlevé, after receiving a deputation of the Franco-Chinese Union on 4th ult., decided to make representations to the Premier with a view to hastening the recognition of the Chinese Republic. The deputation from the Union were presented by MM. Han Yu Kia, Cheng, Emile Borel, Laloy Bartlett, Captain Borrey, Louis Suret, and Clement Charpentier. Projects of successive *fetes* and of a Congress of Republics have been approved, and the first manifestation will take place in Paris to-day, July 4th the anniversary date of American Independence.

Russian calico printers have been trying to obtain a footing in the Far Eastern markets for some time, and though they have had but poor success in the Indian trade, they have been more fortunate in Japanese business. The Siberian Railway is of material assistance to Russian printers, for the time taken in the transport of their production by rail is about a month less than that required to send English goods by boat. Russian producers are evidently satisfied that they can do a good trade, for several of the leading Lodz and Moscow firms are now establishing their own warehouses at Vladivostok, where they will hold stocks intended for the Japanese market.

THE PLAGUE EPIDEMIC.

The weekly total of cases continues to grow less. The figures last week were 82 cases and 68 deaths. Of the 82 cases, 70 were Chinese, 1 Japanese, 1 Indian and one Filipino. Last week's figures bring up the total for the year to 1,968 cases with 1,531 deaths. There has not been a single case among Europeans.

NEWSBOYS AND LICENCES.

At the Magistracy yesterday two newsboys were charged on remand with selling newspapers without a licence.

Mr. Burnett, who appeared on behalf of one of the evening papers, said he did not see any reason why the boys should have licences.

His Worship—I remanded the case for you to get a solicitor, and I am afraid I cannot hear anybody except a solicitor. As it is the first time, I will not fine them. They are dismissed with a caution.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

INTERESTING PARLIAMENTARY SITUATION.

LIBERALS AND LABOURITES.

LONDON, July 3rd.

The Master of Elibank, on being interviewed, said that the Liberals of Hanley were responsible for the election of the late Mr. Enoch Edwards. They always regarded that he sat as a Liberal. He (the Master of Elibank) had consistently endeavoured to net fairly to the Labourites, thereby incurring Liberal criticism in various constituencies, but in this instance he would fall in his duty if he did not support a Liberal candidate.

LATER.

A remarkable Parliamentary crisis has arisen owing to the Liberals preparing to contest the constituency of Hanley. The Labour Party threaten that unless the Liberal candidate is withdrawn at Hanley they will fight at Crewe, and withdraw entirely from the House of Commons within the next fortnight and concentrate their efforts in supporting the Labour candidates, thus depriving the Government of 44 votes.

Mr. Rittner has been adopted as the Conservative candidate for Hanley, and Mr. Outhwaite as Liberal candidate, the North Staffordshire Miners' Federation selecting the Miners' Labour candidate.

AFRAID OF THE SUFFRAGETTE.

LONDON, July 3rd.

The National Liberal Club has cancelled the forthcoming big reception, fearing suffragette assaults on the Premier and other Ministers. Three thousand acceptances to the invitations have been received, but Mrs. Asquith is disturbed over the systematised attacks on the Premier, and the threatening letters received.

MR. CHURCHILL KISSES THE BLARNEY STONE.

LONDON, July 3rd.

Mr. Churchill and several Admiralty officials inspected Cork fortifications. Replying to deputations, Mr. Churchill said that one of the reasons for the inspection was to ascertain the facilities at Haulbowline, so as to enable it to relieve the congestion of the English harbours, owing to the concentration of the Fleet in Home Waters.

Among the excursions made by the party was to the Blarney Stone, which Mr. Churchill kissed, hanging head downwards over the parapet of the Castle, a man holding him by the heels.

WELSH LAND CONDITIONS.

LONDON, July 3rd.

The Welsh Parliamentary party have appointed a special committee to investigate the land conditions in Wales with a view to special legislation in the near future.

CANADA AND THE EMPIRE.

LONDON, July 3rd.

With the arrival of Mr. Borden, the Canadian Premier, who is expected to-day, there will be eight Canadian Ministers in London. They are accompanied by several heads of departments. The chief subject of discussion will be the Imperial naval policy.

KING AND QUEEN AT A MUSIC HALL.

LONDON, July 3rd.

The first formal visit to a music hall by the Sovereign was most successful. Though the Palace Theatre was decorated in the most sumptuous style there was a note of homeliness compared with the opera gala. There was no blaze of uniforms nor orders. Their Majesties entered into the spirit of the entertainment, and shook with laughter at many of the turns.

IRISH CATTLE TRADE STOPPED.

LONDON, July 3rd.

In the House of Commons, Mr. W. Runciman, President of the Board of Agriculture, said that the four main disease centres had been defined. They were Cumberland, South Lancashire, the West Riding of Yorkshire, and South Northumberland.

[THROUGH REUTER'S AGENCY.]

NAVAL SITUATION IN THE MEDITERRANEAN.

DEBATE IN THE HOUSE OF LORDS.

LONDON, July 3rd.

In the House of Lords, Lord Selborne drew attention to the naval situation in the Mediterranean and emphasised the importance of the Mediterranean to the Empire defences and the inadvisability of depending upon others. He urged the strengthening of the garrisons in Malta and Gibraltar and the restoration of the naval position in the Mediterranean which ought never to have been lost.

Lord Crewe said it would have been preferable to have deferred the debate to a time which he hoped was not distant when the Government would be able to describe its policy simultaneously in both Houses. There was no urgency, as our existing position was secure throughout the world. After comparing the strength of the British and the European fleets, he added:—But the figures for 1914-15 would tell a somewhat different story. They might necessitate a revision of the old plans or at least the formation on which they had relied for pre-dominance. The Government would carefully consider the question of the garrisons in Malta and Gibraltar in relation to the whole subject. He recognised most fully the importance of our position, interests, and obligations in the Mediterranean, and the duty of informing Parliament of the results of recent enquiries on the subject.

The Marquis of Bristol criticised the shortage of men.

Lord Lansdowne inferred that the matter was still being considered in regard to details, but he feared that the policy was uncommonly near evacuation of the field we now hold. What would be the effect on the Colonies? What would the people of India think of our inability to hold the great highway to India? What would be the impression on our Allies in Japan? What would be the effects upon our diplomacy in the Near East? He hoped the Government would do something to allay the general uneasiness caused, and the best course was to re-establish our old position in the Mediterranean.

The House then rose.

CONGRESS OF UNIVERSITIES.

LONDON, July 3rd.

Lord Rosebery opened the Congress of Universities of the Empire. He said this was perhaps the most vitally important and striking of Congresses. To-day the Empire was belted round with universities. Every great city regarded a university as a necessary appanage. Each had its own problem. He hoped that the Congress would result in a permanent channel for inter-communications which would solve these problems.

The Government entertained the delegates, who number 82, to luncheon, among those present being Sir Edward Grey, Right Hon. Mr. L. Harcourt, Lord Curzon, Lord Rosebery, Duke of Norfolk, Sir Frederick Lugard, Sir Richard Solomon, Lord Starhorne, and Lord Morley. Lord Beauchamp, who presided, officially welcomed the delegates.

Mr. Harcourt, in proposing the toast of the Congress welcomed "The Imperial Conference of the Brains of the Empire." The Universities of India, the Dominions and the Colonies, he said, were the finest products of these brains, and there was no more noble aim than the instruction of the imperial race.

THE REGINA TORNADO.

LONDON, July 3rd.

Over 400 were killed and injured by the tornado at Regina in Saskatchewan and damage has been done to the extent of \$2,500,000. It lasted three minutes. Six elevators were demolished. One hit a stock train, killing cattle. Three churches, many warehouses, and 200 residences were ruined. Martial law has been established, and troops are guarding the city.

[THROUGH REUTER'S AGENCY.]

THE DOCKERS STRIKE.

LONDON, July 3rd.

Mr. G. H. Roberts, Labour M.P. for Norwich, addressing the strikers at Tower Hill, urged them to persist in the struggle, in which the Labour M.P.s would help. He was confident that the employers would be compelled to meet the men and settle the dispute within a fortnight.

A prominent London trades unionist predicts that the London Strike Committee will order a general resumption of London dockers at the end of the week.

THE FRENCH STRIKE.

DOCKERS SUPPORT THE SEAMEN.

LONDON, July 3rd.

Reuter's correspondent at Dunkirk wires that the dockers have struck in support of the seamen.

AMERICAN DEMOCRATIC CONVENTION.

LONDON, July 3rd.

Reuter's correspondent at Baltimore telegraphs that on the 39th ballot Woodrow Wilson passed the 500 point, but on the 42nd ballot he fell to 494 with Champ Clark 430.

The Convention adjourned in stupor and weariness.

A later message from Baltimore states that a landslide in favour of Wilson set in suddenly and rapidly. On the 43rd ballot Wilson had gained 78, and after the 45th ballot, Mr. Underwood's candidature was withdrawn. At the beginning of the 46th ballot, seeing that there were further accessions in favour of Wilson, the leaders of the Clark party, hastily withdrew the candidate amid wild confusion. Following this a New York delegate proposed that Mr. Wilson be nominated. This was greeted with acclamation and received with a roar of assent.

THE NEW AMERICAN PROGRESSIVE PARTY.

LONDON, July 3rd.

Reuter's New York correspondent states that at the National Convention, Mr. Roosevelt's Progressive Party arranged to hold a meeting at Chicago on August 1st.

FRANCE AND MOROCCO.

LONDON, July 3rd.

A Paris message states that the Chamber of Deputies has adopted a bill establishing a protectorate over Morocco by 400 votes to 78.

NATIONALIST CONSPIRACY IN EGYPT.

LONDON, July 3rd.

A message from Cairo states that three Nationalists have been arrested on a charge of conspiracy against the Khedive, Lord Kitchener, and the Premier.

OLYMPIC GAMES.

LONDON, July 3rd.

Reuter's correspondent at Stockholm telegraphs that the American team won the pistol shooting.

FRENCH GOLF CHAMPIONSHIP.

LONDON, July 3rd.

The golf championship of France, played at Laboulie, has resulted:—

Gassiat 289
Vardon 290
Tallier 291

HOME CRICKET.

LONDON, July 3rd.

The match between Derby and Northants resulted in a draw.

ANOTHER AVIATION TRAGEDY.

EIGHT MEN KILLED.

LONDON, July 3rd.

A balloon in which the aeronaut Vaniman had proposed to cross the Atlantic, exploded half a mile high over Atlantic City. Vaniman and his crew of seven were killed. Three thousand people witnessed the tragedy. A mass of flames hid everything and then the falling wreckage was seen.

1b

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 55. Telephone No. 12.

Telegraphic Address: Press.

Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

HONGKONG GYMKHANA CLUB.

THE THIRD MEETING of the Season will be held at HAPPY VALLEY, on SATURDAY, the 6th July, 1912, commencing at 3.30 P.M.

The Charge of Admission will be \$1.00 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half-Price.

The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER,
Hon. Secretary and Treasurer.
Hongkong, 4th July, 1912. [882]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DEVANHA,"
Arrived Hongkong on 3rd July, 1912.
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Malja,"
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAY and TUESDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

H. W. D. SHALLARD,
Acting Superintendent.
Hongkong, 3rd July, 1912. [1]

NOTICE.

AN ADDRESS OF WELCOME will be presented to SIR HENRY MAY, K.C.M.G., at the CITY HALL on the day of his arrival by the Unofficial Members of the Executive and Legislative Councils.

All Justices of the Peace, Members of the Chamber of Commerce and of the British, Chinese and Foreign Communities are invited to be present to join in the Welcome.

The time of presentation will appear in the Programme notified in the Newspapers.

Hongkong, 3rd July, 1912. [877]

NOTICE.

THE LADIES of the Colony are earnestly invited to add by their presence to the WELCOME to SIR HENRY MAY, K.C.M.G., and to LADY MAY at the CITY HALL, on THURSDAY, the 4th July.

Seats will be provided.

The time of presentation of the Addresses will be gathered from the papers.

Hongkong, 3rd July, 1912. [878]

GAS COOKING AND HEATING.

THE GAS COMPANY has now on view at its Showrooms, West Point, a number of the most up-to-date Cookers, and invites inspection of them by those to whom the Cheapest, Cleanliness and Utility of Gas Cookers appeals.

The Company also draws attention to the advantages of having a Geyser for Heating Water in the Bath-Room.

COOKERS will be fixed for \$5. with a monthly hire of 30 cents.

GEYSERS will be fixed for \$10. with a monthly hire of 30 cents.

All materials remaining Company's property.

Gas Office, Hongkong,
1st July, 1912. [866]

\$25 REWARD.

TO the Finder of one MIXED COLLIE PUP (Bitch) Missing from No. 6, Bowen Road on the morning of 30th June. Colour: Light Brown, with White Collar. Size about 2 1/2 ft. long, 1 1/2 ft. in height.

Face looks like a Fox.

OFFICE,
TOYO KISEN KAISHA,
Hongkong, 32nd June, 1912. [862]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertakes every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

[423]

ENTERTAINMENT

VICTORIA THEATRE.

Two Performances:
7.15 P.M.—PICTURES ONLY—7.15 P.M.
9.15 P.M.—FULL PROGRAMME—9.15 P.M.

THE MAGNIFICENT PICTURES,
MODERN DRAMAS,
"THE RED INN,"
and
"FOR A CROWN."

Which are strong both in Plot and Treatment

LAST WEEK OF
GRAHAM AND DENT.
COMING: The Sensational Film,
"THE AUTOMOBILE BANDITS OF PARIS."

MATINEES—
SATURDAYS AT 4.30 P.M.
SUNDAYS AT 6 P.M.
Hongkong, 2nd July, 1912. [58]

INTIMATIONS

IT IS HEREBY NOTIFIED that on and after This Date the Business hitherto carried on by the CHINESE ENGINEERING AND MINING CO., LTD., will be continued under the Management of the KAILAN MINING ADMINISTRATION.

THE CHINESE ENGINEERING AND MINING CO., LTD.

PUBLIC NOTICE.

IT IS HEREBY NOTIFIED that on and after This Date the Business hitherto carried on by the LANCHOW MINING CO., LTD., will be continued under the Management of the KAILAN MINING ADMINISTRATION.

THE LANCHOW MINING CO., LTD.

PUBLIC NOTICE.

IT IS HEREBY NOTIFIED for General Information that the KAILAN MINING ADMINISTRATION has This Day assumed Control of the Businesses hitherto separately carried on by the CHINESE ENGINEERING AND MINING CO., LTD., and the LANCHOW MINING CO., LTD., and will on and after This Date continue the said Businesses under the General Management of the Undersigned.

For the KAILAN MINING ADMINISTRATION,
W. S. NATHAN,
Chief Manager.
Accredited Agents at Hongkong and Canton.
DODWELL & Co., Ltd.
Hongkong, 1st July, 1912. [864]

TENDERS are invited for the Purchase of the following Buildings at Kowloon Point:—

- TWO BRICK GODOWNS with CORRUGATED IRON ROOFS.
- TWO BRICK GODOWNS with TILED ROOFS.
- ONE DWELLING HOUSE (Sharp's Building).

Purchaser will be required to pull down the buildings to the ground level and any debris which purchaser does not wish to remove may be left on the site. Foundations may be removed, but holes must be filled in by purchaser.

For further particulars, apply to
EDWARD OSBORNE,
Secretary.
Hongkong, 1st July, 1912. [872]

FOR SALE

ANTIMONY FOR SALE.

OVER 300,000 pieces of ANTIMONY for Sale at Bau Chau, Kwong Sai Province. Reasonable Prices.

Apply to—
KIN YUEN HONG,
No. 51, Connaught Road West.
Hongkong, 1st July, 1912. [873]

FISH.

- Finnan Haddocks.
- Selected Kippers.
- " Bloaters.
- " Fillets.

Received direct from Home.

THE
DAIRY FARM CO., LTD.

[30]

INTIMATIONS

LANE, CRAWFORD & Co.

SOLE AGENTS.



LAGAVULIN DISTILLERY,
ISLAND OF ISLAY, N.B.

Established
1742.

LANE, CRAWFORD & Co.

Established 1850.

GROCERY, PROVISIONS,
WINES and SPIRITS

OF THE FINEST QUALITY AT MODERATE PRICES.

PRICE LISTS and PASS BOOKS

ON APPLICATION.

WE SUPPLY THE CHOICEST

YORK HAMS and WILTSHIRE BACON.

[51]

TO LET

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 1st July, 1912. [120]

TO LET.

BEACONSFIELD. Will be converted into a First Class Boarding House with Large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be seen at our Office.
Apply—
LINSTEAD & DAVIS,
Alexandra Buildings.
Hongkong, 20th March, 1912. [481]

TO LET.

"BERTHOLWIN," Peak Road, SIX-ROOMED HOUSE, from 1st July next.
SHOP with GODOWN attached, Nathan Road, Kowloon.
KOWLOON MARINE LOT No. 48 with WHARF.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.
Hongkong, 30th May, 1912. [869]

TO LET.

ON 2nd FLOOR, No. 2 PADDER STREET, TWO-ROOMED OFFICE.
Apply Property Office,
JARDINE, MATHESON & Co., Ltd.
Hongkong, 23rd May, 1912. [723]

TO LET.

OFFICES in KING'S BUILDING
RANFURLY, 11, Conduit Road. From 1st June.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 1st July, 1912. [121]

TO LET.

NO. 12, BEACONSFIELD ARCADE First Floor.
No. 13, BEACONSFIELD ARCADE First Floor.
No. 14, MACDONALD ROAD "CALDER," 6-Roomed House, fine Situation, from 1st August, 1912.
1 LARGE GODOWN in No. 34, Duddell Street, 1st Floor.
1 SMALL GODOWN in Duddell Street (Godown D).
"BOGATE" Austin Road, Kowloon, from 1st April.
For Sale, "HARTING and BOGATE" on part of Kowloon Island Lot No. 1154.
For Sale, with or without Furniture, "TOR CREST," No. 8, The PRAK, with Tennis Court, Commanding a magnificent view of the Harbour and Adjacent Islands.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 26th June, 1912. [122]

TO BE LET.

SHOPS AND OFFICES, IN ALEXANDRA BUILDINGS.

Apply—

A. S. WATSON & Co., LTD.,
Alexandra Buildings.

Hongkong, 22nd May, 1912. [123]

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 1st July, 1911. [20]

INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippine Islands and the Republic of Panama.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 35, Bishopsgate, E.C.

BRANCHES:
Bombay, Calcutta, Canton, Cebu, Colon, Empire, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND RESERVE \$6,800,000 about £1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED. MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

The Officers of the Bank are bound not to disclose the transactions of any of its customers.

9, Queen's Road, Hongkong, 23rd March, 1912. [844]

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital subscribed (paid up) Yen 10,000,000
Capital subscribed (paid up) Yen 6,500,000
Reserve Fund Yen 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:
Amoy, Anking, Canton, Foochow, Keelung, Swatow, Taipei, Tientsin, Tokyo, Yokohama.

HONGKONG OFFICE:
3, DES VOUX ROAD.
Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. THUDZURABARA, Manager.
Hongkong, 1st May, 1911. [637]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
PAID UP ... 1,125,000
RESERVE FUND ... 565,000

HEAD OFFICE:
40, Threadneedle Street, LONDON, E.C.

BRANCHES:
Bombay, Calcutta, Hongkong, Kanton, Kobe, London, Lyons, Madras, Manilla, Peking, Rangoon, Singapore, Shanghai, Swatow, Tientsin, Yokohama.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:
LONDON JOINT-STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Customers. Letters of Credit granted on Agency and Correspondence all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,
Manager.
Hongkong, 29th March, 1912. [938]

NEDELLANDSCH-INDISCH HANDELSBANK.
(NEDERLANDS INDIA COMMERCIAL BANK.)
ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000).
Paid up Capital Fl. 12,400,000 (£1,033,333).
Reserve Fund Fl. 3,262,157.01 (£271,013).

HEAD OFFICE: AMSTERDAM.
HEAD AGENT: BATAVIA.

LONDON BANKERS
THE WILLIAMS DEAGONS BANK,
SWISS BANKERS.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—
12 months 4 1/2 per annum.
6 months 4 per annum.
3 months 3 1/2 per annum.

E. J. H. VAN DELDEN, Acting Manager,
No. 8, Des Vaux Road Central.
Hongkong, 17th May, 1912. [22]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL.....Yen 48,000,000
PAID-UP CAPITAL.....Yen 30,000,000
RESERVE FUND.....Yen 17,500,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at:

Anking-Hsien, Calcutta, Canton, Cebu, Hongkong, Kobe, London, Lyons, Manilla, Peking, San Francisco, Shanghai, Singapore, Swatow, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS Deposits received for fixed periods at rates to be obtained on application.

TAKAO TAKAMICHI,
Manager.
Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS—
Sinking ... \$1,500,000 at 2 1/2—\$15,000,000
Silver ... \$15,750,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.
E. SHELLEY, Esq.—Chairman.

F. H. ARMSTRONG, Esq., Deputy Chairman.
Andrew Forbes, Esq., G. H. Matheson, Esq., G. E. Frisland, Esq., W. L. Patterson, Esq., G. S. Galt, Esq., Hon. Mr. G. H. Ross, G. E. Laurens, Esq., H. A. Siebs, Esq., F. Lieb, Esq.

CHIEF MANAGERS:
Hongkong—N. J. STABB.

ACTING MANAGERS:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STABB,
Chief Manager.
Hongkong, 23rd May, 1912. [119]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,200,000
RESERVE LIABILITY OF PROPRIETORS ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Hongkong, 12th April, 1912.

NOTICES TO CONSIGNEES

S.S. "MALTA."

CONSIGNEES holding Bills-of-Lading for Cargo by this Vessel are hereby informed that their Cargo will arrive by S.S. "PERA," due at Hongkong about 2nd July, and they are requested to kindly present the Bills-of-Lading at this Office before the arrival of the Steamer, so that arrangements can be made regarding delivery.

H. W. D. SHALLARD,
Acting Superintendent,
PENINSULAR & ORIENTAL STEAM NAVIGATION CO.
Hongkong, 21st June, 1912. [841]

FROM EUROPE.

THE H.A.L. Steamship

"SILESIA,"
Captain Ernst, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-nax.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 6th inst. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Dag" from Stettin.
Ex s.s. "Göteborg" from Gothenburg.
Ex s.s. "Kong Ling" from Shien.
Ex s.s. "Ludwig" from Norrköping.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 1st July, 1912. [874]

FROM EUROPE.

THE H.A.L. Steamship

"FÜRST BUELOW,"
Captain Jäger, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-nax.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 5th inst. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Dag" from Stettin.
Ex s.s. "Ellis" from Copenhagen.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 1st July, 1912. [875]

S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Clive" from Bordeaux or s.s. "Ville de Dunkerque" in connection with above Steamers are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after the 6th instant at Noon will be 'sent to rent and landing charges.

All claims must be sent in to me on or before the 10th instant or they will not be recognised.

All damaged packages will be examined on the 6th instant at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.
Hongkong, 1st July, 1912. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PERA,"
Arrived Hongkong on 2nd July, 1912

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Calver's
NAPIER JOHNSTONES'
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.

MARTIN'S
APIOL-STEEL
PILLS
A French Remedy for all irregularities of the Menstrual System. It is a powerful and reliable remedy for all cases of irregular menstruation, whether the flow be too early, too late, too abundant, or too scanty. It is also a powerful and reliable remedy for all cases of leucorrhoea, and for all cases of general debility and weakness. It is a French Remedy for all irregularities of the Menstrual System. It is a powerful and reliable remedy for all cases of irregular menstruation, whether the flow be too early, too late, too abundant, or too scanty. It is also a powerful and reliable remedy for all cases of leucorrhoea, and for all cases of general debility and weakness.

As a Rule
you find that the longer
people have used it,
the less inclined they are to
go without it.

Calvert's
Tooth Powder

They know—they can tell from
their teeth—how well the denti-
fice does what they want, that
food particles are never allowed
to accumulate around teeth which
are kept so beautifully clean.
Then it contains the antiseptic
properties needed, and it polishes
without scratching the enamel,
and is distinctly pleasant to use.

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CHAPOTÉAULT'S
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It increases vital energy and nerve
force, cures Neurasthenia, Dyspepsia,
Insomnia, and nervous diseases in adults
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NOTICES TO CONSIGNEES
INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND
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THE Company's Steamship
"KUTSANG"
Having arrived from the above Ports, Consignees
of Cargo by her are to rely upon that their
Goods will be delivered from alongside.
Cargo impeding the discharge or remaining
on board after 4 p.m. on the 3rd inst. will be
landed at Consignee's risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 2nd July, 1912.

FIJI AND THE EMPIRE.

(Continued from page 3.)

wherever these white men got into the islands—at least in the west, where, as has been said, the natives were wilder—utter disorder prevailed during the first three or four decades of the century. The first attempt to remedy the disorder was made by Protestant missionaries, who, under the auspices of the London Missionary Society, made their way, often with their wives and children, into this Alsatia of the South Seas, and did their best to civilize the natives and to protect them from the beach-combers. The missionaries, like the beach-combers at an earlier date, were on the whole better received than might have been expected, and for a somewhat analogous reason; the beach-combers had been welcomed for their skill in the use of carnal weapons and the missionaries were now received for their skill in the use of spiritual weapons. But, unlike the beach-combers, the missionaries put to good purpose the influence which they attained over the natives and—in varying degree in different parts of the Pacific—acquired an authority for which in some cases they were hardly prepared. Moreover, these first missionaries were without support from their Government; and before they had well established their position, French Roman Catholic priests appeared in the South Seas, and were energetically supported by their Government. Thus began an unseemly and unequal struggle between the two Churches—practically for the control of the Islands.

It was in this connection that the French, first of any European Government, acquired possessions in the South Seas, when, in 1842-44, they took the Tahiti, Marquesas, and Paumotu groups, all in Eastern Polynesia, ostensibly to settle the disputes then raging between the Protestant and Roman Catholic missions. In 1853 the same Government took the large and naturally rich island of New Caledonia, in the Western Pacific, for a convict station. Next, they advanced a little further north and took the Loyalty Islands, here again driving out the Protestant missionaries. From New Caledonia and the Loyalty Islands, French influence and French settlers spread to the New Hebrides, thus laying the foundation of the claim afterwards made and partly established to those islands also.

By this time throughout the South Sea Islands the social conditions which had prevailed before the arrival of white men had greatly changed. Eastward a curious series of native constitutions and kingdoms had arisen, chiefly under missionary influence; and even in the more backward western islands, where the natives showed themselves less apt to give up the old club-law for any constitutional system which the missionaries could devise, the beach-comber had gradually given place to a somewhat more reputable class of European traders. Nothing was even yet produced industrially in the Islands, and the natural produce—beche-de-mer, pearl-shell, and after a time coco-nut oil, was insufficient to attract merchants in a large way, except perhaps in the case of the Germans; and Germany was not yet in a position to pretend to political sway in the Pacific. The special energy of the Hamburg firms had, however, largely monopolized the trade of the western islands—such as it was—and the representatives of these firms had obtained a real power over the natives, of which Germany at a later time reaped the benefit.

FIJI AS A BRITISH COLONY.
As a pebble dropped into a super-saturated solution starts active crystallization, so in the late seventies of the last century an event happened which led to the gradual introduction of law and order into the South Sea Islands, which were by that time overfull of ungoverned white men, of many kinds and many races, and all living in one way or another upon the natives. Suddenly it was discovered that cotton, which owing to the American war was scarce in the markets of the world, could be profitably grown in Fiji, where Europeans were already especially numerous, and where British subjects from New South Wales, Victoria, and New Zealand were in a majority and of preponderant influence. Here, since the British Government was unwilling to assume administrative responsibility in so distant a region, an independent kingdom of Fiji had been formed by a coalition of natives and Europeans. The attempt, failed, partly on account of the intractable conflict between European and native interests, partly because cotton failed to pay after the close of the American war, and partly for a third reason.

The Fijians being quite unaccustomed and unwilling to labour except for their own support, it had been necessary to introduce alien natives from the New Hebrides and other distant islands as labourers for the new plantations, and this labour trade had in some cases been carried on with so much disregard for the welfare of the labourers introduced, as to have created a notorious scandal. In all these circumstances the British Government had no alternative but to assume control, the native chiefs, or those who were assumed to be the chiefs, ceding the islands to the Queen of England. A British Crown Colony was at once created, the only one which has ever existed in the South Seas. Careful and proper regulations were established for the introduction of indentured labourers, not only from the islands from which recruits had previously been obtained, but also from the British East Indies. The Governor of Fiji was given large powers as High Commissioner of the Western Pacific, i.e., over all the islands not already under the control of another civilized government. Thus the British interest in all the tropical Pacific islands, excepting the Cook Islands, which were attached to New Zealand, were once for all centred in Fiji.

The existence of this Crown Colony under the control of the English and not of any Australasian Government seems at first sight an anomaly, but for fairly obvious reasons it is undesirable, at present, either to burden Australasia with the charge or to give Fiji and its dependencies self-government as part of a British Australasian Federation.

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BOOTS and SHOES.

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BOOTS \$11 SHOES \$10

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THE MODERN IMPORTANCE OF FIJI.

Since these days very important changes have taken place in the commercial and international circumstances of Fiji. The Commonwealth of Australia and the Dominion of New Zealand have come into existence. On the other side of the Pacific British Columbia has become of enormously enhanced importance as a port of communication with Australasia, not only from Canada, but also, owing to the making of the Canadian Pacific Railway from Europe. The trade across the Pacific from San Francisco and the western coast of the United States has very greatly increased. The approaching completion of the Panama Canal has excited expectations of further great changes in the use of the Pacific, and the completion of the transcontinental railway to Valparaiso has aroused expectation of other similar changes. All these changes, and others, have greatly increased the interest of the whole world in the Pacific, and incidentally have increased the importance of the islands. Recently, therefore, the various Powers have shown a keener appreciation of actual and impending changes. Germany, having become a Great Power, has begun also to crave for a fair share of distant colonial possessions; and the fact that German firms had long since captured the trade with the natives of many of the islands seemed to warrant their Government in pegging out claims in the Pacific.

Accordingly in 1884 and 1885 Germany took what she wanted of New Guinea. She took also the adjoining islands, the most important of which were formerly known as New Britain and New Ireland, but are now, under German rule, called New Pommern and New Mecklenburg, as the whole group of islands is called the Bismarck Archipelago. Germany also about this time acquired the Marshall Islands away to the north-east; and, with a foresight afterwards justified, spread her influence into the Solomon Islands. Finally, though not till the close of the century, Germany, by agreement with Great Britain, took the large but still quite undeveloped island of Bougainville, the northernmost of the Solomon Islands, thus rounding up her position in the Bismarck Archipelago. By the same agreement, moreover, she got sole control of Samoa, except that Tutuila or Fango-Fango, with its excellent harbour, was left in the possession of the United States. As against this Great Britain *inter alia* secured practical possession of the Friendly Islands, including the natural harbour of Vavau, the finest in the Pacific, as well as the Solomon Islands except Bougainville.

THE HAWAIIAN ISLANDS.

At the end of the century, the United States, long reluctant to own land outside the continent of America, took possession of the Hawaiian Islands, the furthest of the South Sea Islands from Australasia and the nearest to the American coast. These islands had been the scene of the most successful of the remarkable native monarchies which have from time to time been set up in the Eastern Pacific. In 1894 this Hawaiian Monarchy had given place to a native Republic—of a very unstable character; and in 1898, in order to secure greater stability in islands so close to the American coast and so full

of American subjects, the United States Government formally annexed them. They have since been very thoroughly and scientifically developed—and effectively fortified. The hold of the United States in the Pacific was further strengthened by the definite recognition, under the Samoan agreement of 1899, of its right to the important harbour and coaling station on the little island of Tutuila.

One other Power has lately begun to take greater interest in the game of international relations in the Pacific. Japan at the close of her war with Russia in 1905 became entitled to watch the course of affairs. It was then too late for her to find unowned islands to seize, but it was not too late to spread her interests and her people throughout the islands, even to the distant American coast. In any further struggle in the Pacific, Japan from her island home up in the north-west corner of the ocean will be able, and is almost certainly prepared, to take an active part.

THE POWERS IN THE PACIFIC.

To sum up. The British Empire controls, either as possessions or as protectorates, the more important of what used to be called the South Sea Islands, especially of those which should naturally serve as outposts and guards to the shores of Australasia. These possessions, differing in this respect from the Pacific holdings of any other nation except the United States (the islands of Hawaii), have been developed into the position of a properly organized and commercially valuable colony. Included in the British holding are a number of potentially valuable harbours—at Fiji, at Vavau in the Friendly Islands, in the New Hebrides, though in this case the possession is hampered by being held in undivided share with the French, and, though this fact seems not generally recognized, in Fanning Island, the mid-Pacific station of the Pacific Cable Board. It must, however, not be overlooked that none of these harbours is fortified, and indeed that our islands generally are not yet as well organized for defensive purposes as their intrinsic value and their position in relation to Australasia and to Canada seem to warrant.

As to the position of the other Powers in the Pacific France holds New Caledonia and some other islands in the Western Pacific, and Tahiti and adjoining islands in the Eastern Pacific, but seems hardly to regard these possessions seriously. Germany possesses a strong and well-defined naval base in and about the Bismarck Archipelago and an eastern outpost in Samoa. She regards these very seriously for their strategic value, but seems to feel no great interest in their development as commercially valuable colonies. The United States hold the Hawaiian Islands, and have done and are doing their utmost to develop these islands, both commercially and strategically, as an important base from which to exercise their proper share of influence in the Pacific and to reach the Philippines. Japan owns nothing down south among the islands, but she watches everything, and steadily increases her interests everywhere. The water seems again super-saturated; and one wonders who will throw the pebble—and when—which will restart the process of crystallization.—Times Empire Day Supplement.

AN APOLOGY

is not required by us when we offer you

ALEXANDER'S
LEMON SQUASH.

as the Finest Sweetened Lemon Squash. This Lemon Squash is made from Fresh Australian Lemons. Warranted no added acid with full flavour of the peel. It is an excellent Summer drink. One or two Tablespoonfuls with Cold Water or Aerated Water forms a delicious and Refreshing Beverage.

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GARNER, QUELCH & Co.,

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OLD BLENDED
GLENLIVET

WHISKY.

Guaranteed entirely distilled in
Scotland and thoroughly matured
by age, being shipped from our
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ALEXANDRA BUILDINGS.

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PRINCE ST. (Hongkong Hotel Building),
Dealers in
POSTAGE STAMPS, VIEW POST
CARDS, FLOWER SEEDS,
CIGARS, BOOKS, TOYS, &c.
Just Received a Fine Selection of
BABY DOLLS
WITH
CHINESE DRESSES.

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NOTHING BETTER FOR THE
SEASON!
JUST RECEIVED.STYLISH Bathing Dresses and
Caps.Finest Voiles, Striped, Flowers
and Fancy.Finest Muslins, Plain and
Dotted.Embroidered Materials, &c., &c.
You will find our range incomparable for
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HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central,
Corner of Zeland Street, Hongkong.
Hongkong, 13th May, 1912.

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Y. SHIBUYA,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 30th May, 1912.

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(Chinese Daily Press),
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Advertising medium among the
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Established for over FIFTY YEARS.
Circulates largely throughout Southern China
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Documents translated from or into Classical
or Colloquial Chinese.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. *Manchuria* arrived at
Manila on the 1st July, is expected to
leave Manila for Hongkong on the 6th
July, and to arrive at this port on the
7th July, at daylight.
The T.K.K. str. *Chigo Maru* left Hon-
olulu on the 21st June for Hong-
kong is expected to arrive at this port on the
12th July.

The P.M. str. *Nile* left San Francisco
on the 22nd June, for Hongkong, via
Honolulu, Yokohama, Kobe, Nagasaki
and Shanghai, and is due to arrive at
Hongkong on the 19th July.

THE AUSTRALIAN MAIL.
The E. & A. str. *St. Albans*, from
Sydney, etc., left Manila on the 1st July,
at 6 p.m., and is due here on the 4th
July, at 9 a.m.

The N.Y.K. str. *Yasuta Maru* (Austra-
lian Line) left Sydney for this port via
ports on the 15th June, and is expected
here on the 4th July.

The I.G.M. str. *Coblenz* left Sydney
on the 30th June, at 11 a.m., and may be
expected here on or about the 22nd
July.

THE CANADIAN MAIL.
The C.P.R. str. *Empress of Japan*
arrived at Shanghai on the 1st July, at
3 a.m., and left again at 7 p.m. same day
for Hongkong, where she is due to arrive
on the 4th July, at 10 a.m.

THE GERMAN MAIL.
The I.G.M. str. *Princess Alice*, carrying
the German mails with dates from
Berlin of the 12th June, left Colombo
on the 30th June, p.m., and may be ex-
pected here on or about 10th July.

MEBONIAN STEAMERS.
The A.L. str. *Koerber* left Singapore for
this port on the 29th June, and will
arrive here on the 4th July, at daylight.
The H.A.L. str. *Alesia* left Foochow on
the 2nd July, a.m., and may be expected
here on or about the 4th July, a.m.

The str. *Seanghee* left Rangoon on the
23rd June, for Hongkong via Penang and
Singapore, and is expected to arrive here
on the 6th July.

The N.Y.K. str. *Awa Maru* (American
Line) left Kobe for this port on the 25th
June, and is expected here on the 7th
July.

The str. *Polcevera* left Singapore for
this port on the 2nd July, p.m., and
may be expected here on or about the
9th July.

The T.K.K. str. *Kyo Maru* left Hon-
olulu on the 23rd June for Hongkong, and
is expected to arrive at this port on the
28th July.

The Swedish East Asiatic Co.'s str.
Feddo left Port Said on the 26th June,
and is expected to arrive here on or
about the 29th July.

The str. *Glenlogie* passed the Suez
Canal on the 11th June for Hongkong
via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Mausang, from Sandakan, is due in
Hongkong 4th July.
Onang, from Chinwantao, is due in
Hongkong 5th July.
Kuamang, from Calcutta, is due in
Hongkong 10th July.

SHIRE LINE
Carmarthenshire, from London, is due in
Hongkong 20th July.
BRITISH INDIA STEAM NAVIGATION CO., LTD.
Muttra, from Moji, is due in Hongkong
6th July.
Faika, from Rangoon, is due in Hong-
kong 14th July.

LATEST STEAMER MOVEMENTS.

The "Mogul Line" str. *Atholl* from
United Kingdom left Singapore on the
2nd July, and is due here on or about
the 8th July, a.m.
The C.P.R. str. *Empress of India* left
Yokohama for Victoria and Vancouver,
B.C., on the 2nd July, at noon.

PASSED THE CANAL.

June 7th—*Aki Maru*, *Hitachi*
Maru, *Pera*, *Polynesien*, *Sachsen*, *Teucer*,
Arcus, O. J. D. *Akher*. 11th—*Atholl*,
Glenlogie, *Indra*, 14th—*Bohemian*,
C. Ferd., 15th—*Palawan*, *Ping Suey*,
Yarra, 16th—*Brigantia*, *China*, *Poly-*
phemia, *Princess Alice*. 21st—*Armand*,
Belic, *Jason*, *Meinam*, *Memnon*, *Mya-*
niki Maru. 25th—*Braemar*, *Bulow*,
Candia, *Carmarthenshire*, *Matopos*,
Peshawar, *Pandalia*, *Yangtze*. 28th—
Ernest Simons, *Nubia*, *Arcadia*, *Baron*
Driesen, *Schuykill*, *Neleus*, *Patria*.
2nd—*Bonvenue*, *Borneo*, *Calchas*, *Flint-*
shire, *Lutzu*, *Yeddo*, *Kiota*.

ARRIVALS AT HOME.

July 2nd—*Yangtze*.

WEATHER REPORT

On the 3rd at 11.35 p.m.—The northern depression has travelled Eastward and now over central Japan. A shallow depression lies over China apparently.

Pressure has increased moderately along the East coast at China and over the Philippines and slightly along the S. coast of China. It remains stationary over the Philippines.

Moderate S. Winds are indicated along the coast and over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.05 inches.

The forecast for the 24 hours ending at noon to-day is as follows.

Forecast.
+ Hongkong & Neighbourhood
Formosa Channel ... S. winds, fresh.
South coast of China between Hongkong and Lamooka. Same as No. 1.
South coast of China between Hongkong and Haian. Same as No. 1.
S. winds, moderate, squally, cloudy showery.

CHINA COAST METEOROLOGICAL REGISTER.

3RD JULY, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Force.	Weather.
Vladstock	7 a.	29.67	61	58	—	0	f
Nomuro	6 a.	29.77	—	—	W.S.W.	1	—
Hakodate	"	29.69	—	—	SE	1	—
Takao	"	2.53	—	—	WNW	1	0
Koshi	"	29.55	—	—	—	1	0
Nagasaki	"	29.72	—	—	N	1	0
Kagoshima	"	29.70	—	—	NW	1	0
Osima	"	29.77	—	—	SWW	1	2
Naha	"	29.81	—	—	SWW	2	6
Ishijima	"	29.66	—	—	SWW	2	6
Honin Is.	"	30.1	—	—	SWW	2	6
Chao	"	29.66	—	—	—	—	—
Weihaiwei	6 a.	29.66	72	76	SSW	3	0
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Kiangiang	"	—	—	—	—	—	—
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Shanghai	"	—	68	—	—	0	0
Shanghai	"	—	68	—	—	0	0
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Shanghai	"	—	68	—	—	0	0
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Shanghai	"	—	68	—	—	0	0
Shanghai	"	—	68	—	—	0	0
Shanghai	"	—	68	—	—	0	0
Shanghai	"	—	68	—	—	0	0
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Shanghai	"	—	68	—	—	0	0
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Shanghai	"	—	68	—	—	0	0
Shanghai	"	—	68	—	—	0	0
Shanghai	"	—	68	—	—	0	0

BANK LINE

REGULAR SERVICE FROM HONGKONG TO
**VICTORIA, VANCOUVER,
B.C., SEATTLE &
TACOMA.**

VIA
SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON PORTS.

S.S. "LORD DERBY" 7,000 tons. Sailing Aug. 15th.

To be followed by other Steamers of the Company at
regular intervals.
Calling at ANJOY and KEELUNG if sufficient
inducement offers.
The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
Special Fare Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
Telephone No. 780. KING'S BUILDING, PRAYA CENTRAL

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS

TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "DUNERIO" ... 5,000 tons ... Second half of August.

And regularly thereafter.
For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS
FROM HONGKONG: 20th July.
FROM COLOMBO: 10th August.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.
THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.
Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

GOING HOME.

**A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY.**

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of chef of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,
the cost is but \$120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for \$43 to London (return ticket \$74)
and to San Francisco \$25. SPECIAL RATES to Officers, Army, Navy, Consular
Civil Service, on application.

STEAMERS.	Tons	Starting	1912
CHINA	10,200	TUESDAY	9th July, at 1 P.M.
MANCHURIA	27,000	TUESDAY	16th July, at 1 P.M.
NILE	11,000	TUESDAY	30th July, at 1 P.M.
MONGOLIA	27,000	TUESDAY	6th Aug., at 1 P.M.
PERSEA	9,000	TUESDAY	27th Aug., at 1 P.M.
KOREA	18,000	TUESDAY	3rd Sept., at 1 P.M.
SIBERIA	18,000	TUESDAY	17th Sept., at 1 P.M.
CHINA	10,200	TUESDAY	24th Sept., at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.
KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 4th JULY, 1912.
8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

FRIDAY, 5th JULY, 1912.
8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY 7th JULY.

The Company's Steamship
"SUI AN,"
Will depart from the Company's WING LOK STREET WHARF at 9 a.m.
Departure from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANTU." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions (First Floor), opposite the Blake Pier. [143]

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)
DESTINATION STEAMERS Tons DATE OF SAILINGS
SHANGHAI, YOKOHAMA, } "YEDDO" 7,200 On 29th July.
KOBE and MOJI }
For Freight and Further Particulars apply to
TELEPHONE No. 171.
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

SAN FRANCISCO TOYO KISEN KAISHA TRANS-PACIFIC WESTERN PACIFIC DENVER AND RIO GRANDE TRANS-CONTINENTAL TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.
S.S. TENYO MARU ... 21,000 tons.
S.S. CHIYO MARU ... 21,000 tons.
S.S. SHINYO MARU ... 21,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.
Through Standard Sleepers.
Through Tourist Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans—Union—Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers)
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 625.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
17, WATER STREET, YOKOHAMA.
AND KING'S BUILDING, HONGKONG

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

TO SHANGHAI.

S.S. "KOERBER," 9,900 tons, will leave as above on 5th July.
Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap
rates, Hongkong-Trieste, Venice, 230 1st, 236 2nd Class. No surtax, no tips, no inside
Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "VORWAERTS," 12,900 tons, will leave for YOKOHAMA and KOBE via SHANGHAI
about 5th July.
These Steamers are fitted with comfortable one class accommodation for saloon
passengers. Cheap rates, Hongkong-Trieste, Venice 243, no surtax, excellent cuisine, Doctor,
Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply to
SANDER, WIELER & Co., Agents,
Hongkong, 1st July, 1912. Prince's Building. [155]

RUSSIAN VOLUNTEER FLEET.

NOTICE.

FOR ODESSA.

VIA SINGAPORE, PENANG, COLOMBO, DIBOUTI, HOEDEIDAH, DJEDDAH,
PORT SAID, AND CONSTANTINOPL.

THE STEAMSHIP

"KOURSK,"

6,000 R.T. Captain G. PADALKA;

will be ready to load on WEDNESDAY, the 3rd July.

Shippers are kindly requested to begin to book their Cargo for this Steamer.

THE STEAMSHIP

"PERM"

4,149 R.T. Captain J. KAJIANI,

from Odessa, has been delayed owing to the temporary closing of the Dardanelles, and as
she has no free room and has no cargo to discharge in Hongkong, she will not call here.

For further particulars, apply to
CAPTAIN D. A. LUKHMANOFF,
AGENT,

RUSSIAN VOLUNTEER FLEET.

HOTEL MANSIONS, Nos. 12/A and 14, Third Floor.
Telephone No. 1224.
Hongkong, 27th June, 1912. [117]



PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 10th July, 4 p.m.
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 20th July, 4 p.m.

For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers,
HONGKONG, 1st July, 1912. PHILIPPINES S.S. CO. [13]

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST ... \$10.00 Do. Do. Smaller Edition 6.00	MISSIONARY DIRECTORY on paper ... 0.80 Do. Do. cloth ... 1.00
CHILDREN OF FAR CATHAY, a Social and Political Novel, by G. J. Halcombe ... 3.50	DOG AND GUN in New Territory ... 1.00
THE JOURNALS OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891 ... 1.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. LLOYD, with Maps and Illustrations ... 1.75
THE HONGKONG TYPHOON, Sept. 18th, 1906, Illustrated Account ... 0.50	HONGKONG WEEKLY PRESS, half-yearly vol. bound ... 7.50
TEMPORARY MINING REGULATIONS IN CHINA ... 0.50	FIFTY YEARS ANGLO-CHINESE CALENDAR, 1854 to 1912 ... 2.00
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA ... 0.50	RATES OF EXCHANGE AT HONGKONG English Mail days 1874— ... 2.00
HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually ... 5.00	BOMBAY RATES OF EXCHANGE AT HONGKONG English Mail days 1888— ... 1.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Lady Smith Relief Column ... 1.00	CALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe ... 2.00
VARIETY EXPLOITS OF THE MERCHANT NAVY, by J. E. Halcombe ... 1.00	PLAN OF THE WEST RIVER ... 1.00
POLITICAL OBSTACLES TO MIS- SIONARY SUCCESS IN CHINA ... 0.25	" " VICTORIA ... 0.75
TRADE MARK REGULATIONS IN CHINA ... 0.25	" " KOWLOON ... 0.75
	" " PEAK ... 0.75
	" " NEW TERRITORY ... 0.75
	POWER OF ATTORNEY FORM ... 0.25
	MAIL TABLES for 1912 ... 0.50 & 0.25

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 h.p., Comdr. Lamb, C.L., Shanghai.	Nightingale, river gunboat, 85 tons, 240 h.p. Lt.-Comdr. Malcolm Murray, R.N., Yang-tze.
Astron, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain F. La T. Leatham, Shanghai.	Other, torpedo-boat destroyer, 335 tons, 6 guns, 6,500 h.p., Comdr. Seymour, Hongkong.
Atlas, admiralty tug, 615 tons, 1,400 h.p., Hongkong.	Pegasus, protected cruiser, 2,135 tons, 11 p., 5,000 (7,000 F.D.), Comdr. F. H. Mitchell, Weihaiwei.
Bramble, gunboat 710 tons, 900 h.p. Lieut. Comdr. B. E. Pritchard, Kintang.	Prometheus, 3rd class cruiser, 2,135 tons, 11 p., 5,000, Comdr. P. H. Warleigh, Hongkong.
Britomart, gunboat, 710 tons, 900 h.p. Lieut. Comdr. W. H. Darwall, Hankow.	Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. E. J. G. Macdonald, Shanghai.
Cadmus, British sloop, 1,070 tons, 1,400 h.p., Lt. Comdr. Hugh P. R. Williams, Hankow.	Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Allan Dixon, West River.
Cambrin, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Capt. J. E. Drummond, Hongkong.	Rosario, depot ship for Submarines, 980 tons, 1,400, Lt.-Comdr. N. E. Archdale, Hongkong.
Cherub, water tank and tug, 390 tons, 1,400 h.p., Master W. Smith, Hongkong.	Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. I. A. S. H. Hutton, Hongkong.
Clio, British sloop, 1,070 tons, 1,400 h.p., Comdr. H. R. Veale, Canton.	Saige, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangtze.
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt.-Comdr. H. S. Monroe, Hongkong.	Taka, torpedo-boat destroyer, 335 tons, 11 p., 5,000, Lt.-Comdr. Brinkenden, Hongkong.
Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. E. Boddam, Weihaiwei, West River.	Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Byrnes, Hongkong.
Janna, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lieut.-Comdr. Maxwell, Swatow.	Teal, river gunboat, 180 tons, 2 guns, 800 h.p., Lieut.-Comdr. Hon. Guy Stopford, Chung-king.
Kent, armoured cruiser, 9,800 tons, 14 guns, 11 p., 22,000, Capt. Allen T. Hunt, Hongkong.	Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. H. R. N. Cottrell-Dormer, Hankow.
Kinsela, river gunboat, 616 tons, 11 p., 1,200, Lt.-Comdr. H. Maryatt, Hankow.	Uk, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. U. V. Blaght, Hongkong.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Capt. F. C. C. Pasco, Surveying Duties.	Vinego, torpedo-boat destroyer, 335 tons, 6 guns, 6,300 h.p., Lieut.-Comdr. Harold D. Adair, Hall, Hongkong.
Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Wintable, K.C.B. C.V.O., C.M.G.), 14,600 tons, 11 p., 27,000, Capt. G. C. Cayley, Hongkong.	Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut.-Comdr. F. A. Reyne, Hongkong.
Memmouth, armoured cruiser, 9,800 tons, 11 p., 22,000, Capt. B. H. F. Bartlett, M.V.O., Colombo.	Weland, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. E. T. R. Chambers, Hongkong.
Moehlan, river gunboat, 180 tons, 2 guns, 11 p., 300, Lieut.-Comdr. G. P. Leith, West River.	Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut.-Comdr. G. U. Hardford, Hongkong.
Newcastle, 2nd class cruiser, 4,800 tons, turbine, 22,000 F.D., Captain George P. E. Hunt, D.S.O., Shanghai.	Widgeon, gunboat 195 tons, 2 guns, 800 h.p., Comdr. M. H. Whilding, Kintang.
	Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. M. B. R. Blackwood, Yang-tze.
	Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. G. F. A. Mulock, Hankow.
	Submarines:— No. 36, Godfrey Herbert, Lieut.-Comdr. No. 37, A. A. L. Fenner, Lieut.-Comdr. No. 38, J. B. A. Goddington, Lt.-Comdr. T.B. 035, Lt.-Com. Woodward, West River. T.B. 036, Lt.-Com. Murphy, West River. T.B. 037, Lt.-Com. Nicol, West River. T.B. 038, Lt.-Com. Seymour, West River.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. W. R. Hickey	8 A.M. 4th July.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ASSAYE Capt. G. W. Cookman, R.N.R.	Noon. 6th July.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PE- NANG, COLOMBO, PORT SAID AND MARSEILLES	SIMLA Capt. Goldsmith, R.N.R.	About 10th July.	Freight and Passage.
SHANGHAI, MOJI, KOBE, CANTON AND YOKOHAMA	Capt. R. E. Shone	About 21st July.	Freight only.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 4th July, 1912

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 4th July, 4 P.M.
SHANGHAI	"ANHUI"	On 6th July, 11 P.M.
MANILA, CEBU AND ILOILO	"TEAN"	On 9th July, 4 P.M.
SHANGHAI	"CHENAN"	On 11th July, 4 P.M.
SHANGHAI	"LINAN"	On 13th July, 11 P.M.

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE. "GUTHRIE" On 9th July, Noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU". AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted. SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

M.F.—Passengers must embark before MIDNIGHT on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night. These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

NEW SERVICE.—SHANGHAI TO ANTUNG sailings on alternate Wednesdays. BUTTERFIELD & SWIRE, AGENTS. [8-851]

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS		On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co., AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. J. S. Beach	SATURDAY, 6th July, at 2 P.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 9th July, at 11 A.M.
"HAIHING"	Capt. W. C. Pasmore	FRIDAY, 12th July, at 11 A.M.

Call at Swatow for Passengers only.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	SUNDAY, 7th July, at 10 A.M.
		WEDNESDAY, 10th July, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the month of July—Return Tickets available for three months will be issued at Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 4th July, 1912.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPFSCIFFFAHRT GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

S.S. GOLDENFELS	18th July.
S.S. SUEVIA	1st August.
S.S. KURMARK	15th August.
S.S. O. T. D. AHLERS	22nd August.
S.S. C. FERD. LAETZ	12th Sept.

For Further Particulars, apply to—

FOR MARSEILLES, HAVRE & HAMBURG:	S.S. EGOVIA	14th July.
FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. BRASILIA	15th July.
FOR HAVRE, BREMEN & HAMBURG:	S.S. SAMBIA	24th July.
FOR MARSEILLES, HAVRE & HAMBURG:	S.S. SILESIA	7th August.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 1st July, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER. Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	TUESDAY, 23rd July, Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., at Noon.
TENYO MARU	E. Bent	TUESDAY, 20th Aug., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 10th Sept., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKO-HAMA AND HONOLULU, on TUESDAY, the 23rd July, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	TUESDAY, 6th Aug., Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—TO OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES. Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

2471

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 17th July, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

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OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"TACOMA MARU"	5,178	THURSDAY, 18th July, at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.
	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Sept., at 1 P.M.

O.S.K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:—
From Manila G. \$130.00
From Hongkong, Shanghai and Keelung G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama G. \$ 95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Perola. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMUI VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 7th July, at Noon.
ANPING VIA SWATOW AND AMOY	"BOSHU MARU"	WEDNESDAY, 10th July, at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,
MANAGER.

777-7

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	TANGO MARU Capt. K. Kawan	8,900	WEDNESDAY, 17th July, at Daylight.
	KAMO MARU Capt. F. L. Sommer	9,000	WEDNESDAY, 31st July, at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU Capt. Shimizu	7,000	TUESDAY, 16th July, at 4 P.M.
	SADO MARU Capt. —	7,000	TUESDAY, 30th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. W. Winkler	6,000	FRIDAY, 5th July, at Noon.
	YAWATA MARU Capt. Sakino	5,000	FRIDAY, 2nd Aug., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	WAKASA MARU Capt. N. Nielsen	7,000	MONDAY, 8th July.
KOBE and YOKOHAMA	MISHIMA MARU Capt. A. E. Moses	9,000	WEDNESDAY, 17th July, P.M.
SHANGHAI, MOJI and KOBE	HAKATA MARU Capt. H. Nomura	7,000	FRIDAY, 5th July.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. Sakino	5,000	THURSDAY, 4th July, at 11 A.M.
KOBE	CEYLON MARU Capt. Tozawa	6,000	MONDAY, 8th July.

Fitted with New System of Wireless Telegraphy.

† Cargo only

NEW LINE OF STEAMERS

BETWEEN KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"TOTOMI MARU," 4,000 tons, Capt. Kawashima, Saturday, 13th July.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st Class	\$135	\$122	\$108	\$95
2nd "	\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamer's Calling Ports in Japan.

For further information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.
TELEPHONE Nos. 292 and 1241.

(12-13-656)

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)	
Steamer	Tons	NOON, SATURDAY	Steamer	Tons	SUNDAY	SATURDAY
ASSAYE	7500	July 6	MARMORA ..	10300	Aug. 4	Aug. 10
DEVANHA	8000	July 20	MALDAVIA ..	10300	Aug. 18	Aug. 24
DELTA	8000	August 3	MALOJA	12500	Sept. 1	Sept. 7
INDIA	8000	August 17	MONGOLIA ..	10000	Sept. 15	Sept. 21
ARCADIA	7000	August 31	MEDINA	12500	SATURDAY	FRIDAY
ASSAYE	7500	September 14	MALWA	11000	Sept. 28	Oct. 4
DEVANHA	8000	September 28	MOOLTAN ..	10000	Oct. 12	Oct. 18
INDIA	8000	October 12	MACEDONIA ..	10500	Oct. 25	Nov. 1
DELTA	8000	October 26	MOBEA	11300	Nov. 9	Nov. 15
					Nov. 23	Nov. 29

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

	Tonnage	about	about
SIMLA... ..	6000	July 10	August 24
NUBIA	6000	September 4	October 19
SARDINIA	7000	September 18	November 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE

FARES TO LONDON:

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd " £38.10 " £57.4 "

For further Particulars, apply to—

H. W. D. SHALLARD,
ACTING SUPERINTENDENT.

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